USDA Agricultural Marketing Service

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Transportation and Marketing Programs/Transportation Services Division
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Contents

The next release is Apr. 26, 2012

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WEEKLY HIGHLIGHTS

Renovations To Close Louisiana Export Elevator For 2012 Harvest
The state-owned Port Allen grain elevator on the Mississippi River near Baton Rouge, LA, will not accept grain in 2012. Louis Dreyfus Commodities LLC, the new tenant who took over the lease in February 2011, has recently closed the facility for major infrastructure upgrades. The facility was previously operated by Cargill; since the closure, grains previously moved through Port Allen have been dispersed among other Cargill elevators on the river. The last loaded vessel departed Port Allen in November 2011. Improvement plans include the construction of shipping bins, which will increase the efficiency of loading vessels. Port Allen is 130 river miles upstream of New Orleans, LA, and is the northernmost elevator on the Mississippi River where an ocean-going ship can dock. According to the Port of Greater Baton Rouge, Port Allen handles about 25 percent of Louisiana's corn, soybeans, wheat, and other grains each year. This will force local farmers that normally use the facility to look for alternative markets this year. The facility is expected to be back in operation by early 2013.

Largest Biodiesel Plant to Open by Yearend in NYC
A Brooklyn-based heating oil and energy supplier, Metro Terminals, is aiming to complete a new 110-million-gallon-per-year biodiesel processing facility by the end of 2012 at Greenpoint, Brooklyn. The facility will use a wide range of feedstocks, including recycled restaurant grease, soy, canola, and animal fats for biodiesel production. The biodiesel will be produced according to the American Society for Testing and Materials biodiesel specifications and can be used as transportation and heating fuel. The new biodiesel plant will be the largest in the country and will supply bioheating oil to the 5 New York City (NYC) boroughs as well as Westchester County and New Jersey. Consumer demand in NYC is expected to increase after the recent bioheat tax credit in New York State and the NYC October mandate for bioheat.

Corn Inspections Highest Since December
For the week ending April 12, total inspections of corn for export reached 1.06 million metric tons (mmt), up 57 percent from the past week and 7 percent above last year at this time. Total corn inspections, boosted by a 204 percent increase in the Mississippi Gulf (.735 mmt), were the highest since December 15, 2011 (1.15 mmt), and were 34 percent above the four-week running average. In addition, wheat inspections (.701 mmt), up in the Pacific Northwest and Texas Gulf, jumped 45 percent from the past week and were 38 percent above the 4-week average. Corn shipments increased, primarily to Asia, and wheat exports were boosted by increased shipments to Asia and Europe. Total inspections of grain (wheat, corn, soybeans) for export reached 2.25 mmt, up 17 percent from the past week but 9 percent below the same time last year. As of April 5, corn export sales have trended up, totaling over .9 mmt for each of the past two weeks.

Snapshots by Sector

Rail
U.S. railroads originated 19,650 **carloads of grain** during the week ending April 7, down 8 percent from last week, 17 percent from last year, and 8 percent lower than the 3-year average.

During the week ending April 12, average April non-shuttle **secondary railcar bids/offers per car** were $10 below tariff, down $24 from last week and $147.50 lower than last year. Average shuttle rates were $362.50 below tariff, down $158.50 from last week and $197 lower than last year.

Barge
During the week ending April 14, **barge grain movements** totaled 461,237 tons, down 29 percent from the previous week and 18 percent lower than the same period last year.

During the same week, 297 grain barges **moved down river**, down 27 percent from the previous week, and 649 grain barges were **unloaded in New Orleans**, up 31 percent from last week.

Ocean
During the week ending April 12, 31 **ocean-going grain vessels** were loaded in the Gulf, down 24 percent from last year. Twenty-seven vessels are expected to be loaded within the next 10 days, 36 percent less than the same period last year.

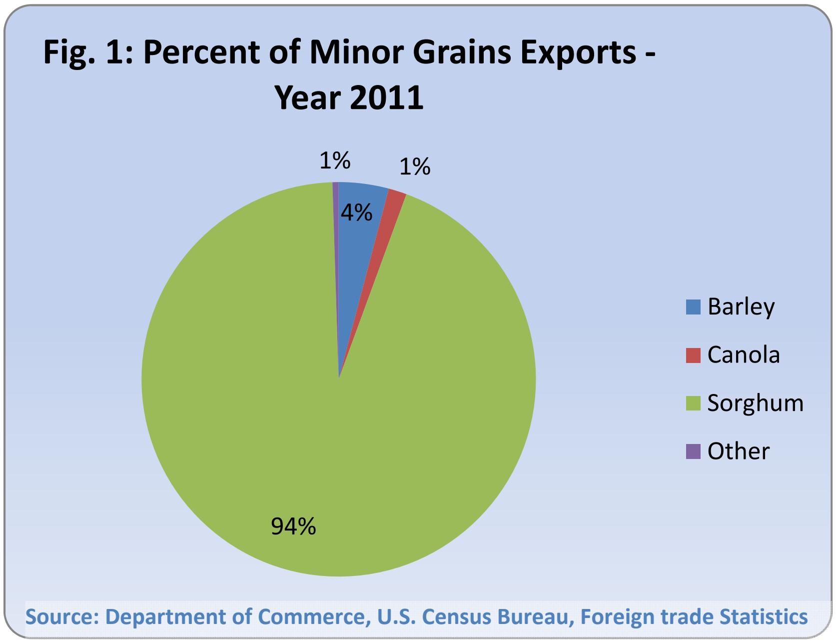
During the week ending April 13, the **ocean freight rate** for shipping bulk grain from the Gulf to Japan was $52.50 per mt, up 3 percent from the previous week. The cost of shipping from the Pacific Northwest to Japan was $29.50 per mt, 2 percent more than the previous week.

Fuel
During the week ending April 16, U.S. average **diesel fuel prices** decreased 2 cents to $4.13 per gallon—2 cents higher than the same week last year.

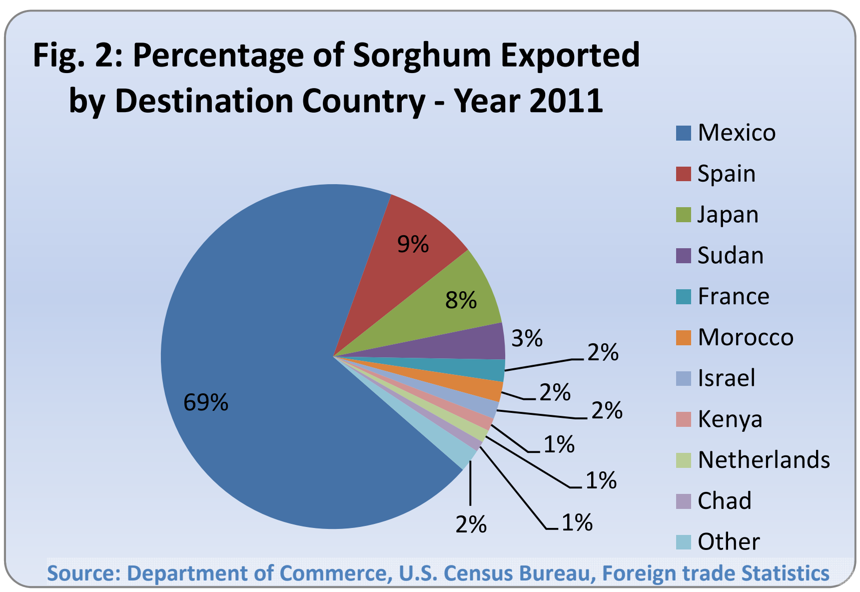
Feature Article/Calendar

Importance of Minor Grains and Transportation Implications: Sorghum and Barley, Year 2011

In addition to corn, wheat, and soybeans, sorghum and barley are also produced in the United States and exported to foreign countries. Corn, wheat, and soybeans are classified as major grains and oilseeds; sorghum and barley are minor grains. Although these grains are classified as "minor," they are nonetheless major sources of food for populations around the world, and also are used as animal feed. They contribute significant sources of income to U.S. producers. According to the U.S. Grains Council, sorghum is the third most important cereal crop grown in the United States. Sorghum is also the leading minor grain exported from the United States, followed by barley and canola (see figure 1). In 2011, 3.34 million metric tons (mmt) of sorghum were exported from the United States, at a value of $949 million.



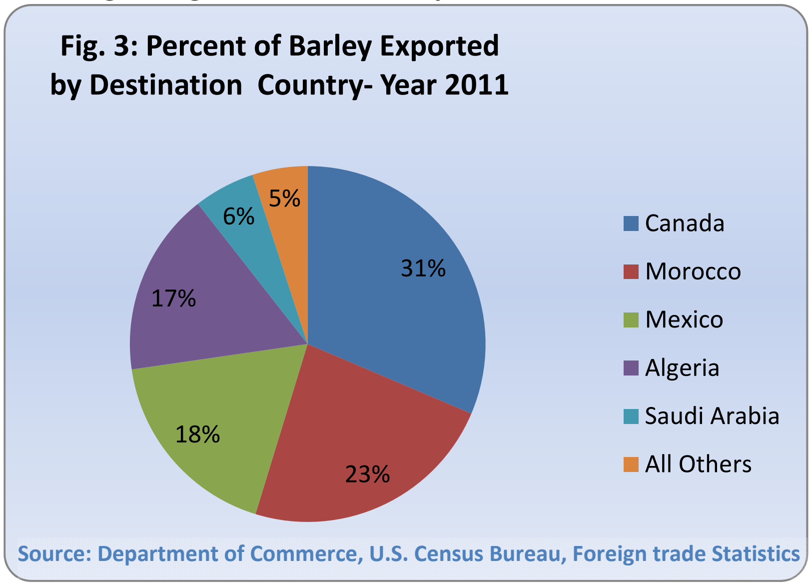
Sorghum is grown mostly in Kansas and Texas. Mexico is the main destination for U.S. sorghum, comprising 69 percent of sorghum exports in 2011. During 2011, 2.3 mmt of U.S. sorghums were exported to Mexico (see figure 2). Other destinations for U.S. sorghums include Spain and Japan, which imported .38 mmt and .22 mmt of sorghum, respectively. About 26 percent of sorghum shipments to Mexico goes by truck and originates in the U.S. interior. The balance of the shipments goes by water via ports in Texas and the Mississippi Gulf.



Like sorghum, barley is an important minor grain grown in the United States and exported around the world. Barley is produced primarily as animal feed. It is also used in the production of beer. About 0.16 mmt of barley were exported from the United States in 2011, worth $43 million.

In 2011, Canada was the largest importer of U.S. barley, accounting for 31 percent of the total export sales (see figure 3). Morocco and Mexico are other leading destinations for U.S. barley exports. They import 23 and 18 percent, respectively. Barley is grown mostly in Idaho, Montana, and North Dakota. A significant amount of barley shipments to Canada and Mexico travels across the border by truck. Some go to Mexico by water. Many shipments, especially those destined for North Africa and the Middle East, are exported through the port of Norfolk, VA.

Market Outlook/Transport Implications: Minor grains—especially sorghum—are important to U.S. producers because they are exported to different areas of the world than the major grains, creating niches and diversification within producers' marketing strategies. In addition, they are used for both human and animal consumption. During 2011, Mexico imported about 2.3 mmt of U.S. sorghum—2 percent more than the previous year. The value of the imports was $652 million.



Mexico's sorghum imports for 2011/12 marketing year is estimated to increase due to lower-than-previously estimated domestic production caused by a persistent drought and inclement weather in the sorghum-producing States of Mexico (**USDA, FAS GAIN Report # MX 2005, MX 1043**). A significant amount of sorghum shipments to Mexico goes by truck, with the balance traveling by ocean. Although all of Mexico's sorghum imports come from the United States, it is still imperative for trucking and ocean freight rates to be moderate in order to keep the landed cost to Mexico reasonable.
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Grain Transportation Indicators

Table 1

Grain Transport Cost Indicators[1]

Week ending	Truck	Rail		Barge	Ocean	
		Unit Train	Shuttle		Gulf	Pacific
04/18/12	277	225	185	182	235	209
04/11/12	278	226	192	178	228	206

[1]Indicator: Base year 2000 = 100; Weekly updates include truck = diesel ($/gallon); rail = near-month secondary rail market bid and monthly tariff rate with fuel surcharge ($/car); barge = Illinois River barge rate (index = percent of tariff rate); and ocean = routes to Japan ($/metric ton)

Source: Transportation & Marketing Programs/AMS/USDA

Table 2

Market Update: U.S. Origins to Export Position Price Spreads ($/bushel)

Commodity	Origin--Destination	4/13/2012	4/5/2012
Corn	IL--Gulf	-0.64	-0.60
Corn	NE--Gulf	-0.79	-0.75
Soybean	IA--Gulf	-1.19	-1.20
HRW	KS--Gulf	-1.42	-1.47
HRS	ND--Portland	-1.86	-1.84

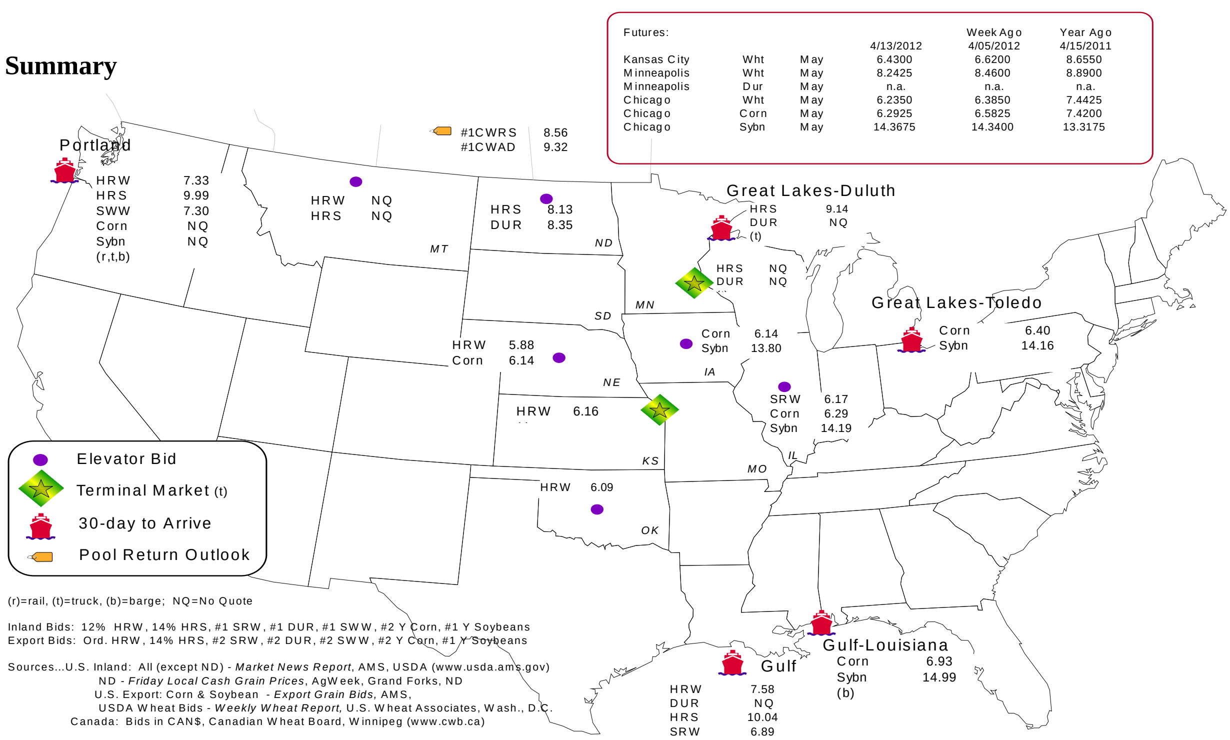
Note: nq = no quote

Source: Transportation & Marketing Programs/AMS/USDA

The **grain bid summary** illustrates the market relationships for commodities. Positive and negative adjustments in differential between terminal and futures markets, and the relationship to inland market points, are indicators of changes in fundamental market supply and demand. The map may be used to monitor market and time differentials.

Figure 1

Grain bid Summary



Rail Transportation

Table 3

Rail Deliveries to Port (carloads)[1]

Week ending	Mississippi Gulf	Texas Gulf	Cross-Border Mexico	Pacific Northwest	Atlantic & East Gulf	Total
4/11/2012[p]	71	542	1,019	2,207	387	4,226
4/04/2012[r]	235	580	2,194	3,045	388	6,442
2012 YTD	3,488	10,362	18,151	45,161	7,423	84,585
2011 YTD	16,634	34,768	11,484	59,960	11,018	133,864
2012 YTD as % of 2011 YTD	21	30	158	75	67	63
Last 4 weeks as % of 2011[2]	8	27	121	66	72	56
Last 4 weeks as % of 4-year avg.[2]	12	39	165	66	68	66
Total 2011	27,358	77,515	48,782	178,990	24,088	356,733
Total 2010	33,971	83,492	42,794	177,896	32,780	370,933

[1] Data is incomplete as it is voluntarily provided

[2] Compared with same 4-weeks in 2011 and prior 4-year average.

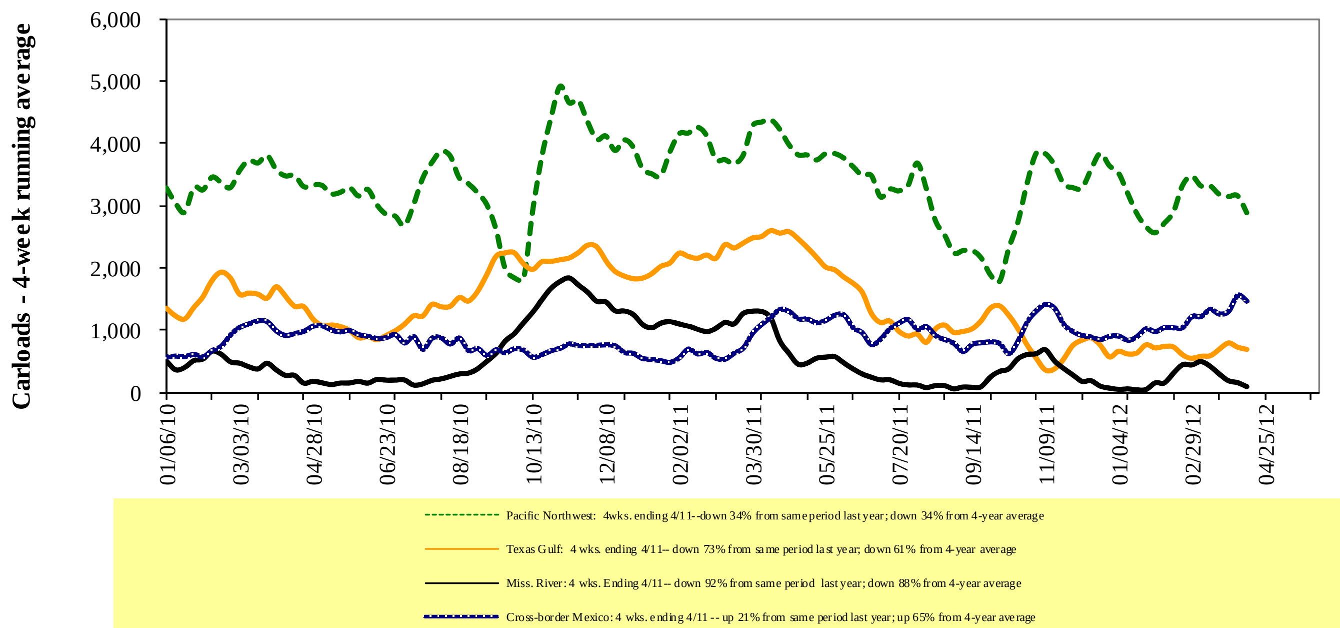
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

Source: Transportation & Marketing Programs/AMS/USDA

Railroads originate approximately 29 percent of U.S. grain shipments. Trends in these loadings are indicative of market conditions and expectations.

Figure 2

Rail Deliveries to Port



Source: Transportation & Marketing Programs/AMS/USDA

Table 4

Class I Rail Carrier Grain Car Bulletin (grain carloads originated)

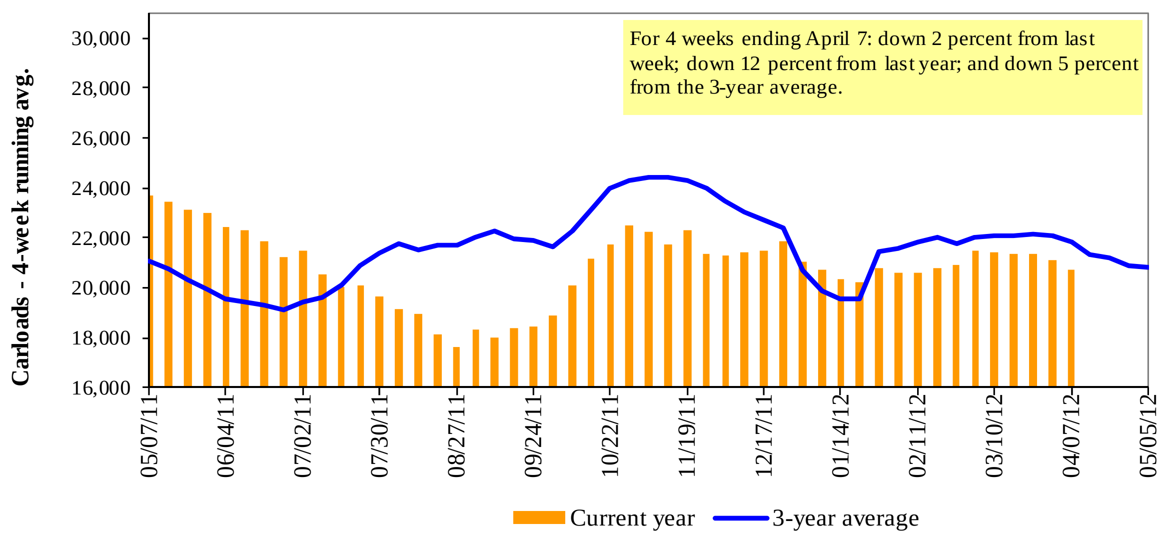
Week ending	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
04/07/12	2,026	2,285	9,403	347	5,589	19,650	4,634	4,290
This week last year	2,187	2,916	11,897	619	5,923	23,542	4,586	4,868
2012 YTD	30,358	39,934	143,941	6,543	72,416	293,192	53,520	71,984
2011 YTD	30,214	42,176	160,344	8,349	87,197	328,280	56,419	64,353
2012 YTD as % of 2011 YTD	100	95	90	78	83	89	95	112
Last 4 weeks as % of 2011[1]	104	84	88	65	87	88	87	104
Last 4 weeks as % of 3-yr avg.[1]	98	91	100	63	101	97	94	95
Total 2011	98,506	150,869	546,090	34,683	292,401	1,122,549	200,610	269,399

[1]As a percent of the same period in 2009 and the prior 3-year average. YTD = year-to-date.

Source: Association of American Railroads (www.aar.org)

Figure 3

Total Weekly U.S. Class I Railroad Grain Car Loadings



Source: Association of American Railroads

Table 5

Railcar Auction Offerings[1] ($/car)[2]

Week ending 4/12/2012	Delivery period							
	Apr-12	Apr-11	May-12	May-11	Jun-12	Jun-11	Jul-12	Jul-11
BNSF[3]								
COT grain units	0	no offer	no bids	no offer	0	3	0	9
COT grain single-car[5]	0 . . 25	no offer	0	no offer	0	27 . . 70	0 . . 2	27 . . 70
UP[4]								
GCAS/Region 1	no bids	1	no bids	no bids	no bids	no bids	n/a	n/a
GCAS/Region 2	1	no bids	no bids	no bids	no bids	no bids	n/a	n/a

[1]Auction offerings are for single-car and unit train shipments only.

[2]Average premium/discount to tariff, last auction

[3]BNSF - COT = Certificate of Transportation; north grain and south grain bids were combined effective the week ending 6/24/06.

[4]UP - GCAS = Grain Car Allocation System

Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

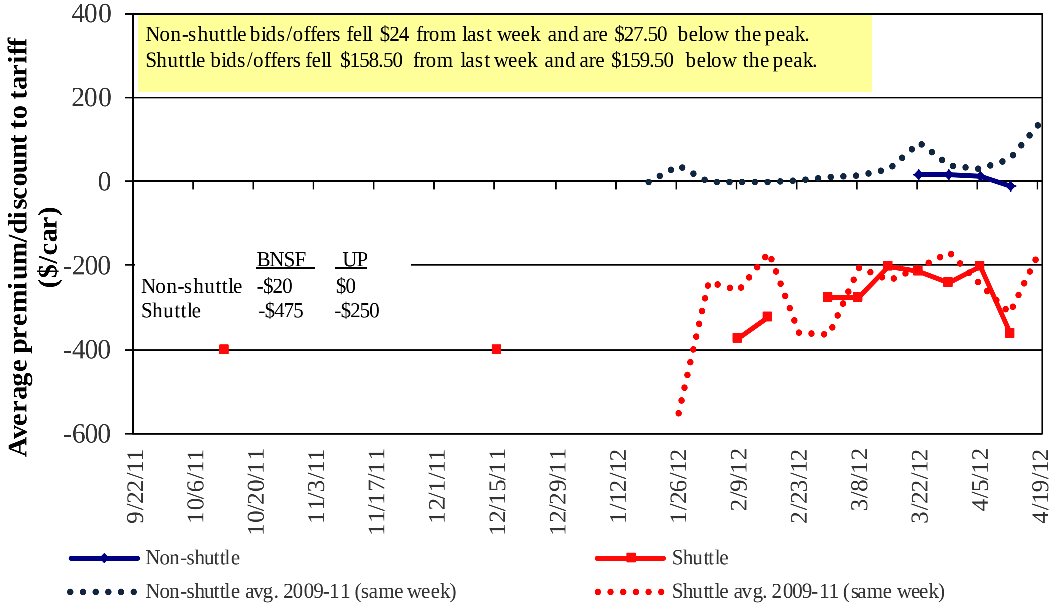
[5]Range is shown because average is not available. Not available = n/a.

Source: Transportation & Marketing Programs/AMS/USDA.

The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

Figure 4

Bids/Offers for Railcars to be Delivered in April 2012, Secondary Market

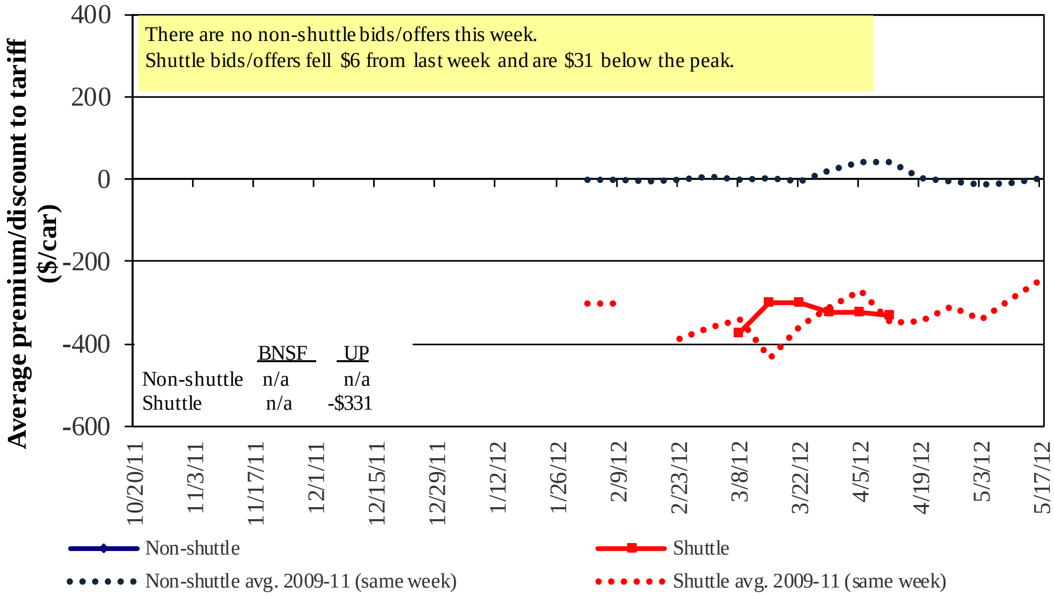


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

Bids/Offers for Railcars to be Delivered in May 2012, Secondary Market

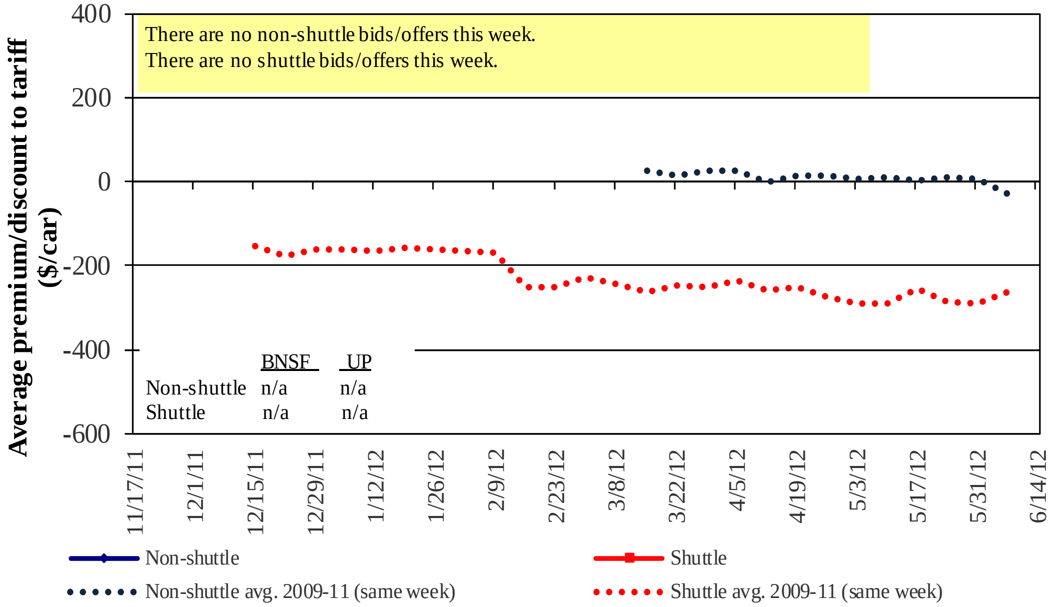


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

Bids/Offers for Railcars to be Delivered in June 2012, Secondary Market



Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Table 6

Weekly Secondary Railcar Market ($/car)[1]

Week ending	Delivery period					
4/12/2012	Apr-12	May-12	Jun-12	Jul-12	Aug-12	Sep-12
Non-shuttle						
BNSF-GF	(20)	n/a	n/a	n/a	n/a	n/a
Change from last week	(30)	n/a	n/a	n/a	n/a	n/a
Change from same week 2011	(320)	n/a	n/a	n/a	n/a	n/a
UP-Pool	-	n/a	n/a	n/a	n/a	n/a
Change from last week	(18)	n/a	n/a	n/a	n/a	n/a
Change from same week 2011	25	n/a	n/a	n/a	n/a	n/a
Shuttle[2]						
BNSF-GF	(475)	n/a	n/a	(300)	n/a	(225)
Change from last week	(217)	n/a	n/a	-	n/a	(25)
Change from same week 2011	(294)	n/a	n/a	n/a	n/a	n/a
UP-Pool	(250)	(331)	n/a	n/a	n/a	n/a
Change from last week	(100)	44	n/a	n/a	n/a	n/a
Change from same week 2011	(100)	119	n/a	n/a	n/a	n/a

[1]Average premium/discount to tariff, $/car-last week

[2]Shuttle bids are a new data series; prior to this we provided only non-shuttle rates.

Note: Bids listed are market INDICATORS only & are NOT guaranteed prices,
n/a = not available; GF = guaranteed freight; Pool = guaranteed pool

Sources: Transportation and Marketing Programs/AMS/USDA

Data from Atwood/ConAgra, Harvest States Co-op, James B. Joiner Co., Tradewest Brokerage Co.

Table 7

Tariff Rail Rates for Unit and Shuttle Train Shipments[1]

Effective date: 4/1/2012	Origin region*	Destination region*	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per: metric ton	Tariff plus surcharge per: bushel[2]	Percent change Y/Y[3]
Unit train							
Wheat	Wichita, KS	St. Louis, MO	$2,992	$192	$31.62	$0.86	5
	Grand Forks, ND	Duluth-Superior, MN	$3,260	$110	$33.47	$0.91	16
	Wichita, KS	Los Angeles, CA	$5,895	$566	$64.16	$1.75	5
	Wichita, KS	New Orleans, LA	$3,492	$338	$38.04	$1.04	5
	Sioux Falls, SD	Galveston-Houston, TX	$5,573	$465	$59.96	$1.63	5
	Northwest KS	Galveston-Houston, TX	$3,760	$371	$41.02	$1.12	5
	Amarillo, TX	Los Angeles, CA	$3,959	$516	$44.44	$1.21	5
Corn	Champaign-Urbana, IL	New Orleans, LA	$3,038	$382	$33.97	$0.92	10
	Toledo, OH	Raleigh, NC	$4,382	$424	$47.73	$1.30	17
	Des Moines, IA	Davenport, IA	$1,934	$81	$20.01	$0.54	6
	Indianapolis, IN	Atlanta, GA	$3,821	$319	$41.11	$1.12	20
	Indianapolis, IN	Knoxville, TN	$3,273	$204	$34.53	$0.94	19
	Des Moines, IA	Little Rock, AR	$3,074	$238	$32.89	$0.90	6
	Des Moines, IA	Los Angeles, CA	$4,985	$693	$56.38	$1.53	15
Soybeans	Minneapolis, MN	New Orleans, LA	$3,239	$417	$36.31	$0.99	1
	Toledo, OH	Huntsville, AL	$3,497	$301	$37.72	$1.03	20
	Indianapolis, IN	Raleigh, NC	$4,453	$427	$48.46	$1.32	17
	Indianapolis, IN	Huntsville, AL	$3,497	$204	$36.76	$1.00	33
	Champaign-Urbana, IL	New Orleans, LA	$3,382	$382	$37.38	$1.02	9
Shuttle Train							
Wheat	Great Falls, MT	Portland, OR	$3,351	$326	$36.51	$0.99	5
	Wichita, KS	Galveston-Houston, TX	$3,247	$253	$34.76	$0.95	5
	Chicago, IL	Albany, NY	$3,645	$398	$40.15	$1.09	6
	Grand Forks, ND	Portland, OR	$4,832	$562	$53.57	$1.46	5
	Grand Forks, ND	Galveston-Houston, TX	$5,854	$586	$63.95	$1.74	6
	Northwest KS	Portland, OR	$4,727	$608	$52.98	$1.44	5
Corn	Minneapolis, MN	Portland, OR	$4,800	$685	$54.47	$1.48	6
	Sioux Falls, SD	Tacoma, WA	$4,760	$627	$53.50	$1.46	5
	Champaign-Urbana, IL	New Orleans, LA	$2,857	$382	$32.17	$0.88	9
	Lincoln, NE	Galveston-Houston, TX	$3,310	$366	$36.50	$0.99	6
	Des Moines, IA	Amarillo, TX	$3,430	$299	$37.03	$1.01	5
	Minneapolis, MN	Tacoma, WA	$4,800	$679	$54.41	$1.48	5
	Council Bluffs, IA	Stockton, CA	$4,200	$703	$48.69	$1.33	6
Soybeans	Sioux Falls, SD	Tacoma, WA	$5,040	$627	$56.28	$1.53	7
	Minneapolis, MN	Portland, OR	$5,030	$685	$56.75	$1.54	7
	Fargo, ND	Tacoma, WA	$4,930	$558	$54.49	$1.48	7
	Council Bluffs, IA	New Orleans, LA	$3,710	$441	$41.22	$1.12	8
	Toledo, OH	Huntsville, AL	$2,672	$301	$29.53	$0.80	7
	Grand Island, NE	Portland, OR	$5,115	$622	$56.97	$1.55	14

[1]A unit train refers to shipments of at least 25 cars. Shuttle train rates are available for qualified shipments of 75-120 cars that meet railroad efficiency requirements.

[2]Approximate load per car = 111 short tons (100.7 metric tons): corn 56 lbs./bu., wheat & soybeans 60 lbs./bu.

[3]Percentage change year over year calculated using tariff rate plus fuel surchage

Sources: www.bnsf.com, www.cpr.ca, www.csx.com, www.uprr.com

*Regional economic areas defined by the Bureau of Economic Analysis (BEA)

Table 8

Tariff Rail Rates for U.S. Bulk Grain Shipments to Mexico

Effective date: 4/1/2012				Fuel			Percent
	Origin		Tariff	surcharge	Tariff plus surcharge per:		change
Commodity	state	Destination region	rate/car[1]	per car[2]	metric ton[3]	bushel[3]	Y/Y[4]
Wheat	MT	Chihuahua, CI	$7,741	$595	$85.17	$2.32	14
	OK	Cuautitlan, EM	$6,747	$623	$75.30	$2.05	10
	KS	Guadalajara, JA	$7,411	$908	$85.00	$2.31	10
	TX	Salinas Victoria, NL	$3,703	$253	$40.42	$1.10	15
Corn	IA	Guadalajara, JA	$7,699	$925	$88.12	$2.24	7
	SD	Penjamo, GJ	$7,776	$778	$87.41	$2.22	13
	NE	Queretaro, QA	$7,048	$799	$80.18	$2.03	10
	SD	Salinas Victoria, NL	$5,650	$592	$63.77	$1.62	9
	MO	Tlalnepantla, EM	$6,263	$778	$71.94	$1.83	12
	SD	Torreon, CU	$6,522	$652	$73.30	$1.86	9
Soybeans	MO	Bojay (Tula), HG	$7,015	$812	$79.97	$2.17	12
	NE	Guadalajara, JA	$7,904	$925	$90.21	$2.45	11
	IA	El Castillo, JA[5]	$8,255	$774	$92.25	$2.51	13
	KS	Torreon, CU	$6,421	$633	$72.08	$1.96	12
Sorghum	OK	Cuautitlan, EM	$5,670	$591	$63.97	$1.62	10
	TX	Guadalajara, JA	$6,653	$507	$73.15	$1.86	12
	NE	Penjamo, GJ	$7,426	$864	$84.71	$2.15	15
	KS	Queretaro, QA	$6,425	$552	$71.29	$1.81	10
	NE	Salinas Victoria, NL	$5,128	$525	$57.76	$1.47	10
	NE	Torreon, CU	$6,068	$671	$68.86	$1.75	8

[1]Rates are based upon published tariff rates for high-capacity shuttle trains. Shuttle trains are available for qualified shipments of 75--110 cars that meet railroad efficiency requirements.

[2]Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V railroad fuel surcharge policy as of 10/01/2009

[3]Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

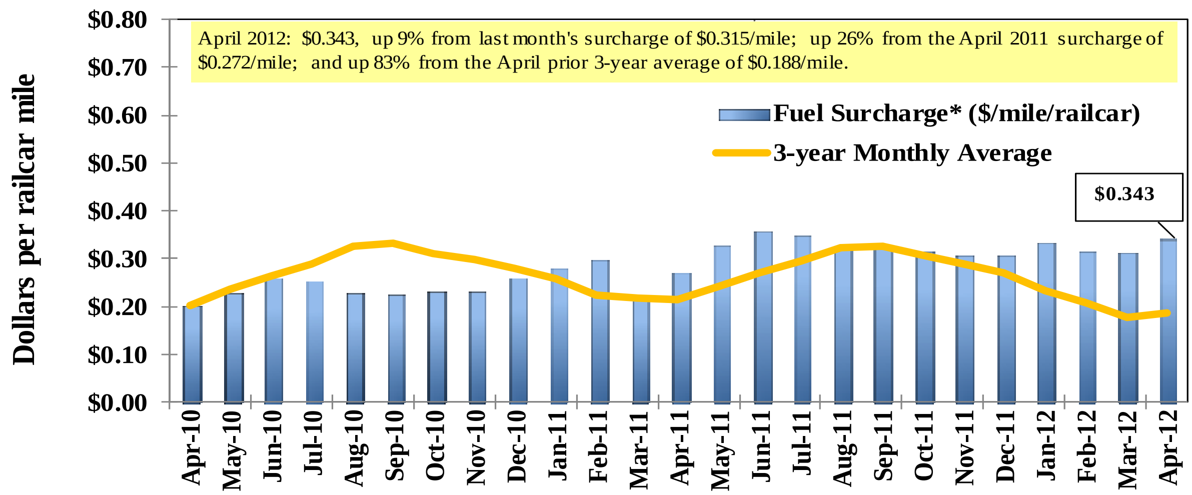
[4]Percentage change year over year calculated using tariff rate plus fuel surchage

[5] Beginning 12/6/10, El Castillo, JA replaced Penjamo, GJ as the destination

Sources: www.bnsf.com, www.uprr.com, www.kcsouthern.com

Figure 7

Railroad Fuel Surcharges, North American Weighted Average[1]



[1] Weighted by each Class I railroad's proportion of grain traffic for the prior year.

* Mileage-based fuel surcharges for March and April 2007 are estimated. Beginning January 2009, the Canadian Pacific fuel surcharge is computed by a monthly average of the bi-weekly fuel surcharge.

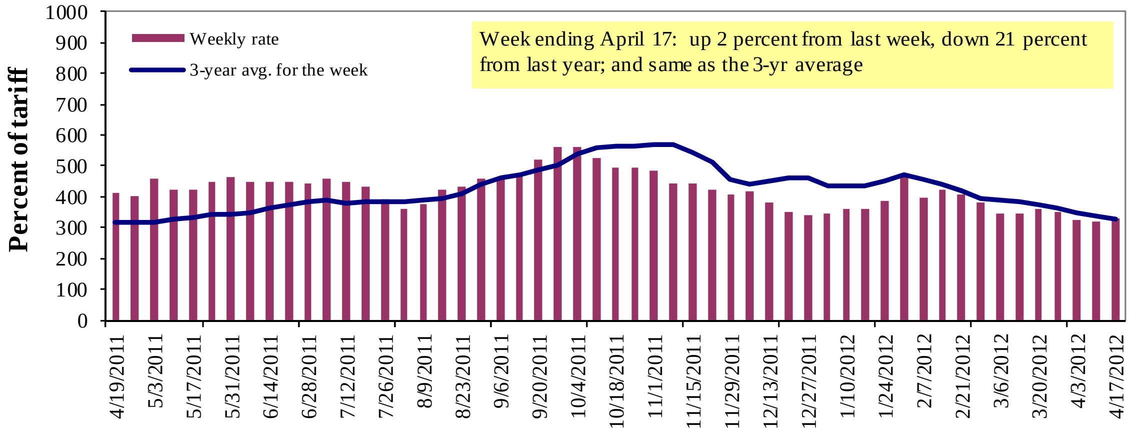
** BNSF strike price (diesel price when fuel surcharges begin) changed from $1.25/gal. to $2.50/gal starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was $0.227/mile instead of $0.331/mile.

Sources: www.bnsf.com, www.cn.ca, www.cpr.ca, www.csx.com, www.kcsi.com, www.nscorp.com, www.uprr.com

Barge Transportation

Figure 8

Illinois River Barge Freight Rate[1,2]



[1]Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); [2]4-week moving average of the 3-year average.

Source: Transportation & Marketing Programs/AMS/USDA

Table 9

Weekly Barge Freight Rates: Southbound Only

		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate[1]	4/17/2012	423	350	328	237	287	287	207
	4/10/2012	428	363	320	238	283	283	208
$/ton	4/17/2012	26.18	18.62	15.22	9.46	13.46	11.59	6.50
	4/10/2012	26.49	19.31	14.85	9.50	13.27	11.43	6.53
Current week % change from the same week:								
	Last year	-	-	-21	-21	-30	-31	-22
	3-year avg. [2]	-	-	0	-4	-3	-3	-7
Rate[1]	May	423	353	330	243	283	283	215
	July	430	368	345	258	303	303	230

[1]Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); [2]4-week moving average; ton = 2,000 pounds

Source: Transportation & Marketing Programs/AMS/USDA

Calculating barge rate per ton:
(Index * 1976 tariff benchmark rate per ton)/100

Select applicable index from market quotes included in tables on this page. The 1976 benchmark rates per ton are provided in map (see figure 9).

Figure 9

Benchmark tariff rates

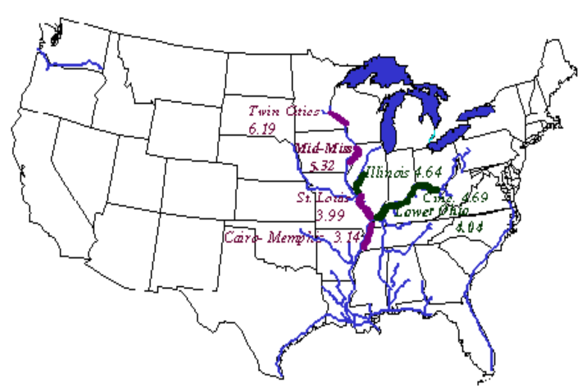
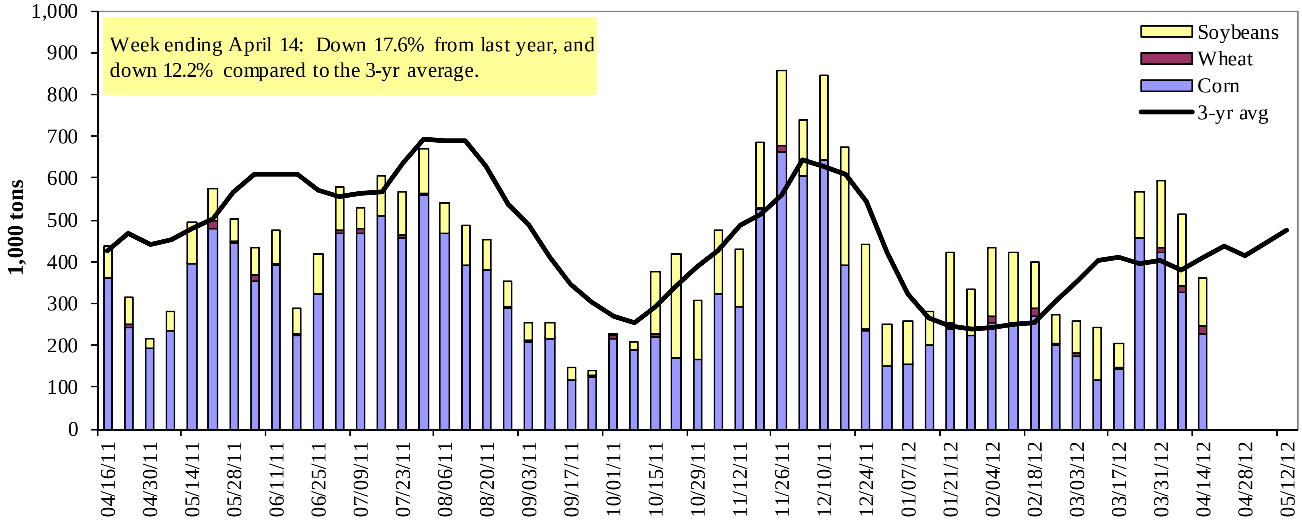


Figure 10

Barge Movements on the Mississippi River[1] (Locks 27 - Granite City, IL)



[1] The 3-year average is a 4-week moving average.

Source: U.S. Army Corps of Engineers (www.mvr.usace.army.mil/mvrimi/omni/webrpts/default.asp)

Table 10

Barge Grain Movements (1,000 tons)

Week ending 4/14/2012	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	135	5	54	0	194
Winfield, MO (L25)	165	15	54	2	236
Alton, IL (L26)	206	19	91	2	317
Granite City, IL (L27)	227	19	115	2	362
Illinois River (L8)	62	5	43	0	110
Ohio River (L52)	19	3	30	2	54
Arkansas River (L1)	0	31	11	3	46
Weekly total - 2012	245	54	156	7	461
Weekly total - 2011	433	23	103	4	563
2012 YTD[1]	5,230	505	3,474	102	9,310
2011 YTD	5,090	330	2,898	109	8,426
2012 as % of 2011 YTD	103	153	120	94	110
Last 4 weeks as % of 2011[2]	100	102	149	131	113
Total 2011	19,921	1,460	8,553	422	30,356

[1] Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

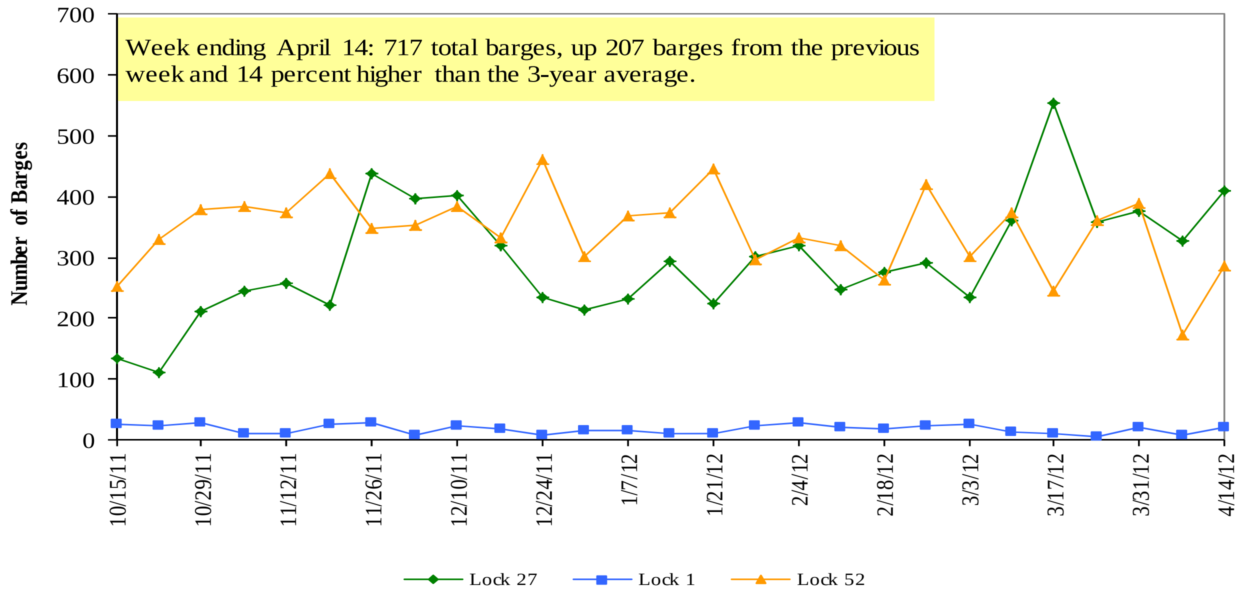
[2] As a percent of same period in 2011.

Note: Total may not add exactly, due to rounding

Source: U.S. Army Corps of Engineers (www.mvr.usace.army.mil/mvrimi/omni/webrpts/default.asp)

Figure 11

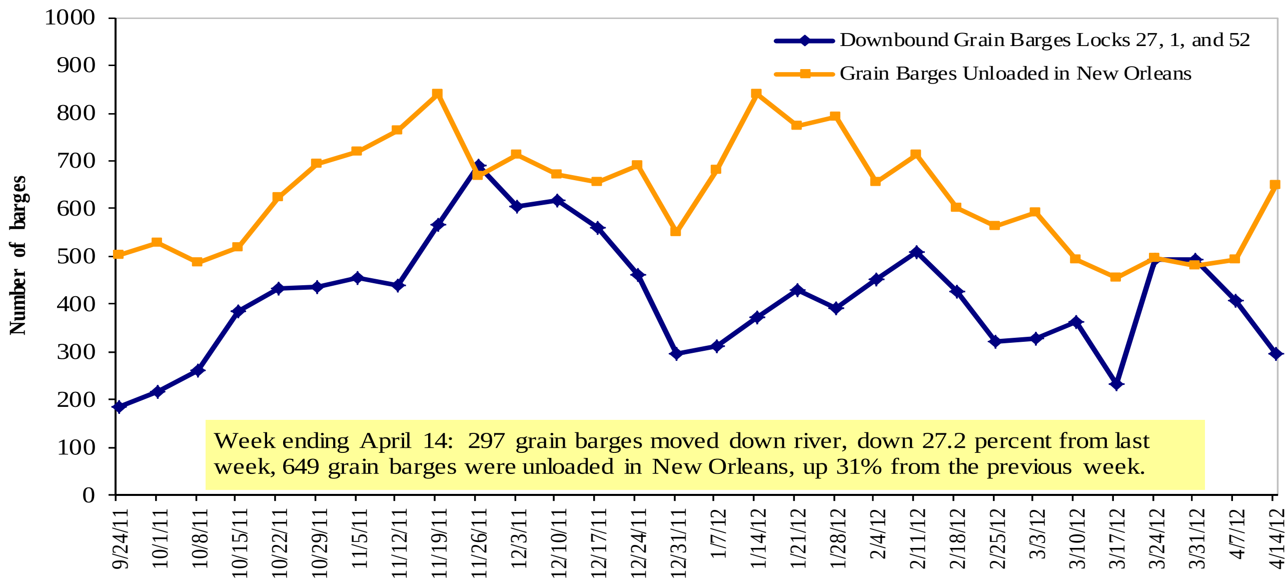
Upbound Empty Barges Transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Locks and Dam 52



Source: U.S. Army Corps of Engineers

Figure 12

Grain Barges for Export in New Orleans Region



Source: U.S. Army Corps of Engineers and GIPSA

Truck Transportation

The **weekly diesel price** provides a proxy for trends in U.S. truck rates as diesel fuel is a significant expense for truck grain movements.

Table 11

Retail on-Highway Diesel Prices[1], Week Ending 4/16/2012 (US $/gallon)

Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	4.181	-0.009	0.070
	New England	4.269	-0.009	0.057
	Central Atlantic	4.280	-0.002	0.051
	Lower Atlantic	4.091	-0.015	0.040
II	Midwest[2]	4.021	-0.034	-0.047
III	Gulf Coast[3]	4.038	-0.025	0.005
IV	Rocky Mountain	4.129	0.000	0.003
V	West Coast	4.389	-0.022	0.070
	California	4.418	-0.022	-0.022
Total	U.S.	4.127	-0.021	0.022

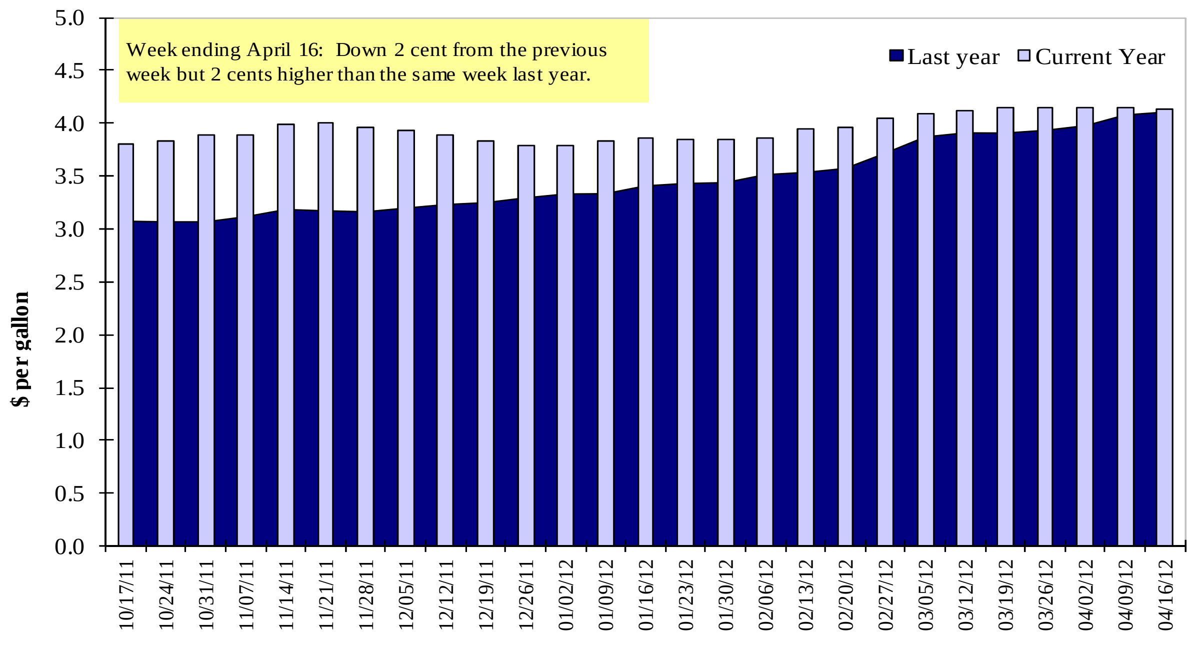
[1]Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

[2]Same as North Central [3]Same as South Central

Source: Energy Information Administration/U.S. Department of Energy (www.eia.doe.gov)

Figure 13

Weekly Diesel Fuel Prices, U.S. Average



Source: Retail On-Highway Diesel Prices, Energy Information Administration, Dept. of Energy

Grain Exports

Table 12

U.S. Export Balances and Cumulative Exports (1,000 metric tons)

	Wheat						Corn	Soybeans	Total
Week ending	HRW	SRW	HRS	SWW	DUR	All wheat			
Export Balances[1]									
4/5/2012	1,220	858	1,093	1,263	56	4,490	10,365	4,282	19,137
This week year ago	3,152	704	2,103	1,275	125	7,358	13,211	5,142	25,711
Cumulative exports-marketing year[2]									
2011/12 YTD	8,369	3,093	5,390	4,530	392	21,783	24,660	27,899	74,342
2010/11 YTD	13,167	2,097	7,010	3,844	809	26,927	26,549	35,431	88,907
YTD 2011/12 as % of 2010/11	64	147	77	118	48	81	93	79	84
Last 4 wks as % of same period 2010/11	38	122	52	105	44	62	77	93	76
2010/11 Total	15,837	2,828	8,623	4,717	979	32,984	44,569	39,753	117,306
2009/10 Total	8,458	2,733	5,329	3,897	983	21,400	47,700	39,285	108,385

[1] Current unshipped export sales to date

[2] Shipped export sales to date; the new marketing year is now in effect for corn and soybeans

Note: YTD = year-to-date. Marketing Year: wheat = 6/01-5/31, corn & soybeans = 9/01-8/31

Source: Foreign Agricultural Service/USDA (www.fas.usda.gov)

Table 13

Top 5 Importers[1] of U.S. Corn

Week ending 04/05/12	Total Commitments[2] 2011/12 Current MY	2010/11 Last MY	% change current MY from last MY	Exports[3] 2010/11
	- 1,000 mt -			- 1,000 mt -
Japan	9,503	11,630	(18)	14,279
Mexico	8,925	6,417	39	7,019
Korea	3,540	4,392	(19)	6,104
China*	4,257	314	1,257	978
Taiwan	1,373	2,213	(38)	2,393
Top 5 importers	**27,598**	**24,966**	**11**	**30,772**
Total US corn export sales	**35,025**	**39,760**	**(12)**	**46,600**
% of Projected	81%	85%		
Change from Last Week	959	848		
Top 5 importers' share of U.S. corn export sales	79%	63%		
USDA forecast, April 2012	**43,180**	**46,600**	**(7)**	
Corn Use for Ethanol USDA forecast, Ethanol April 2012	**127,000**	**127,534**	**(0.4)**	

(n) indicates negative number.

[1]Based on FAS Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year (MY) = Sep 1 - Aug 31.

[2]Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report.

[3]FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm.

*China -- New to the Top 5 in the 2011/12 Marketing Year, replacing Egypt.

Table 14

Top 5 Importers[1] of U.S. Soybeans

Week Ending 04/05/2012	Total Commitments[2] 2011/12 Current MY	2010/11 Last MY	% change current MY from last MY	Exports[3] 2010/11
	- 1,000 mt -			- 1,000 mt -
China	21,012	25,413	(17)	24,445
Mexico	2,450	2,562	(4)	3,215
Japan	1,500	1,950	(23)	1,887
EU	282	657	(57)	2,607
Indonesia	1,294	1,197	8	1,397
Top 5 importers	**26,538**	**31,779**	**(16)**	**33,551**
Total US soybean export sales	**32,180**	**40,573**	**(21)**	**40,860**
% of Projected	92%	99%		
Change from last week	460	130		
Top 5 importers' share of U.S. soybean export sales	82%	78%		
USDA forecast, April 2012	**35,110**	**40,860**	**(14)**	
Soybean Use for Biodiesel USDA forecast, April 2012	**9,591**	**6,115**	**57**	

(n) indicates negative number.

[1]Based on FAS 2008/09 Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year (MY) = Sep 1 - Aug 31.

[2] Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report.

[3] FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm.

Table 15

Top 10 Importers[1] of All U.S. Wheat

Week Ending 04/05/2012	Total Commitments[2] 2011/12 Current MY	2010/11 Last MY	% change current MY from last MY	Exports[3] 2010/11
	- 1,000 mt -			- 1,000 mt -
Nigeria	3,097	3,517	(12)	3,233
Japan	3,527	3,605	(2)	3,148
Mexico	3,395	2,616	30	2,601
Philippines	1,976	1,872	6	1,518
Korea	1,919	1,626	18	1,111
Peru	541	934	(42)	923
Taiwan	870	942	(8)	913
Colombia	449	793	(43)	783
Indonesia	761	673	13	781
Yemen	417	725	(42)	659
Top 10 importers	**16,952**	**17,302**	**(2)**	**15,670**
Total US wheat export sales	**26,274**	**34,285**	**(23)**	**35,080**
% of Projected	97%	98%		
Change from last week	452	444		
Top 10 importers' share of U.S. wheat export sales	65%	50%		
USDA forecast, April 2012	**27,220**	**35,080**	**(22)**	

(n) indicates negative number.

[1] Modified from the FAS **2010/11** Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year = Jun 1 - May 31.

[2] Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report.

[3] FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm.

Table 16

Grain Inspections for Export by U.S. Port Region (1,000 metric tons)

Port regions	Week ending 04/12/12	Previous Week[1]	Current Week as % of Previous	2012 YTD[1]	2011 YTD[1]	2012 YTD as % of 2011 YTD	Last 4-weeks as % of 2011	Last 4-weeks as % of 3-yr. avg.	Total[1] 2011
Pacific Northwest									
Wheat	348	192	181	3,788	3,814	99	77	96	13,995
Corn	180	253	71	1,981	2,353	84	92	108	9,198
Soybeans	183	266	69	3,680	2,803	131	167	116	7,321
Total	**710**	**711**	**100**	**9,449**	**8,969**	**105**	**102**	**106**	**30,513**
Mississippi Gulf									
Wheat	189	195	97	1,819	1,722	106	113	141	5,031
Corn	735	242	304	6,810	7,881	86	67	63	26,267
Soybeans	243	365	67	7,539	8,781	86	87	106	19,262
Total	**1,167**	**801**	**146**	**16,169**	**18,384**	**88**	**79**	**84**	**50,560**
Texas Gulf									
Wheat	104	62	169	1,408	4,493	31	24	42	10,837
Corn	2	32	7	207	416	50	87	80	1,021
Soybeans	0	0	n/a	0	760	0	n/a	0	926
Total	**106**	**94**	**113**	**1,615**	**5,670**	**28**	**30**	**47**	**12,784**
Interior									
Wheat	50	34	145	363	387	94	56	219	1,110
Corn	134	149	90	2,517	1,931	130	59	107	7,509
Soybeans	62	117	53	1,308	1,216	108	76	112	4,273
Total	**246**	**300**	**82**	**4,188**	**3,534**	**119**	**176**	**117**	**12,892**
Great Lakes									
Wheat	11	0	n/a	19	138	14	16	20	1,038
Corn	0	0	n/a	14	0	n/a	n/a	0	178
Soybeans	0	1	0	2	0	n/a	n/a	0	382
Total	**11**	**1**	**1,930**	**36**	**138**	**26**	**16**	**19**	**1,598**
Atlantic									
Wheat	0	0	n/a	2	406	0	0	0	686
Corn	8	0	n/a	58	89	65	63	66	295
Soybeans	4	12	36	414	367	113	203	178	1,042
Total	**13**	**12**	**108**	**473**	**862**	**55**	**56**	**69**	**2,022**
U.S. total from ports[2]									
Wheat	701	483	145	7,400	10,960	68	59	84	32,697
Corn	1,059	676	157	11,588	12,670	91	76	78	44,466
Soybeans	492	759	65	12,943	13,927	93	109	112	33,205
Total	**2,253**	**1,918**	**117**	**31,931**	**37,557**	**85**	**78**	**89**	**110,369**

[1] Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

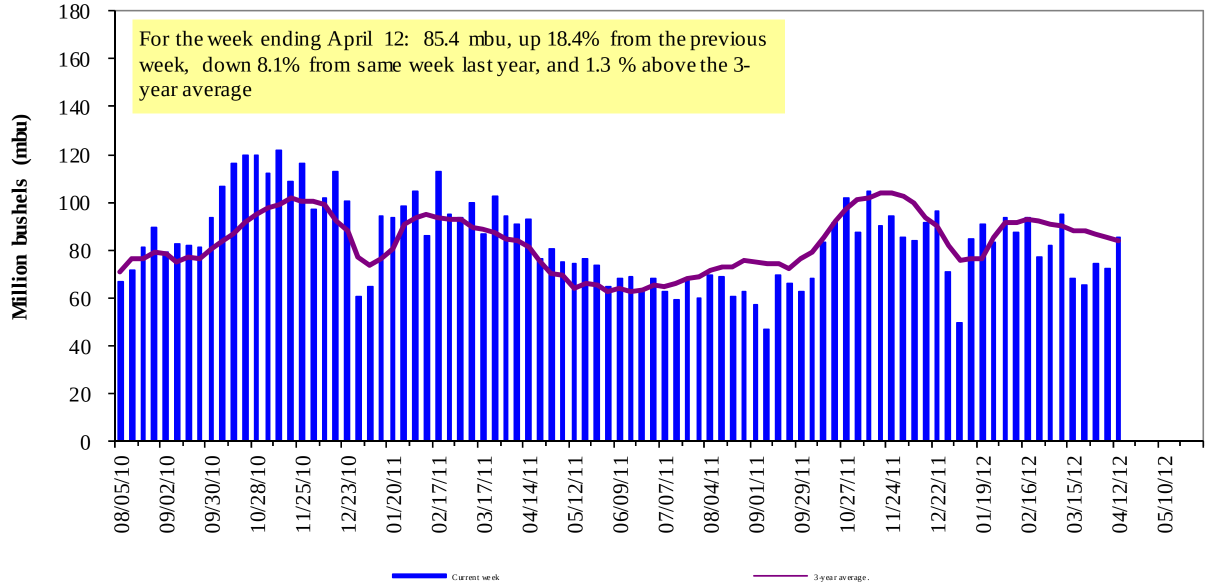
[2] Total includes only port regions shown above; Interior land-based shipments now included.

Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov); YTD= year-to-date; n/a = not applicable

The United States exports approximately one-quarter of the grain it produces. On average, this includes nearly 45 percent of U.S.-grown wheat, 35 percent of U.S.-grown soybeans, and 20 percent of the U.S.-grown corn. Approximately 59 percent of the U.S. export grain shipments departed through the U.S. Gulf region in 2011.

Figure 14

U.S. grain inspected for export (wheat, corn, and soybeans)

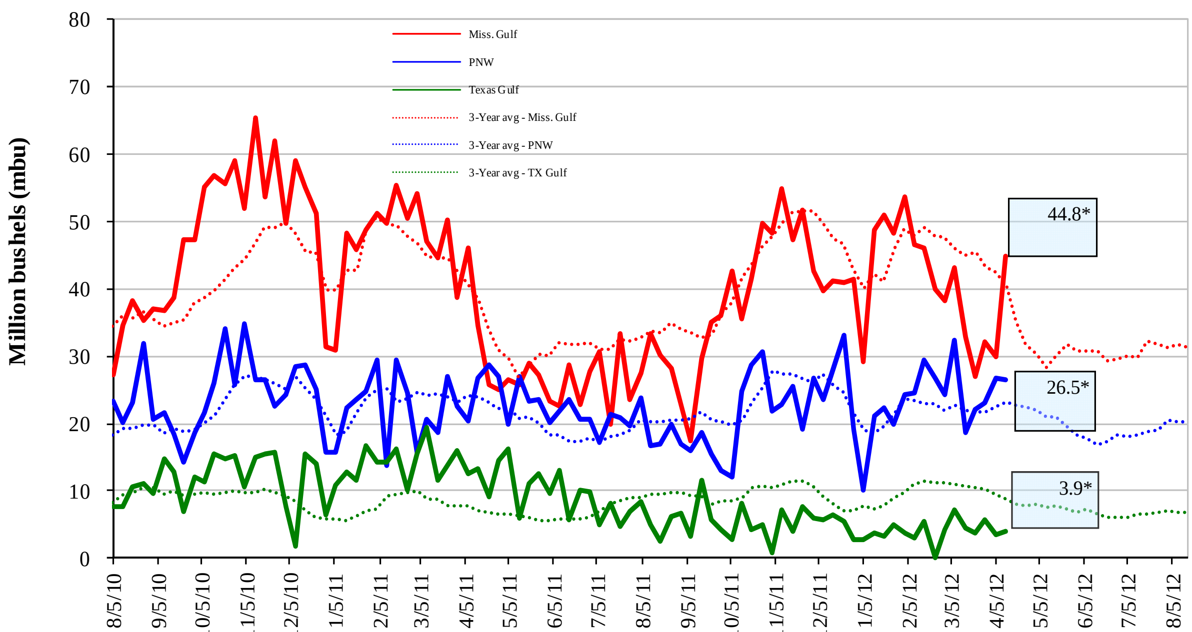


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

Note: 3-year average consists of 4-week running average

Figure 15

U.S. Grain Inspections: U.S. Gulf and PNW[1] (wheat, corn, and soybeans)



Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov); *mbu, this week.

April 12 % change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	up 49	up 11	up 45	down 1
Last year (same week)	up 29	down 71	up 1.3	down 1
3-yr avg. (4-wk mov. avg.)	up 11	down 56	down 1.2	up 14

Ocean Transportation

Table 17

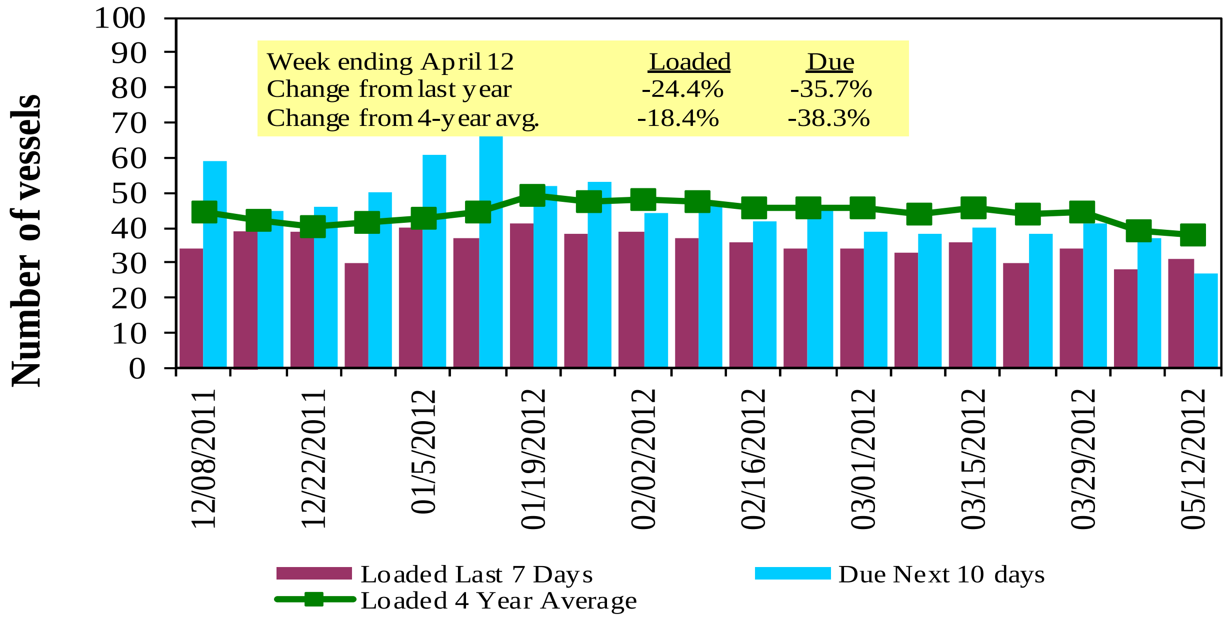
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

	Gulf			Pacific Northwest	Vancouver B.C.
Date	In port	Loaded 7-days	Due next 10-days	In port	In port
4/12/2012	21	31	27	10	n/a
4/5/2012	20	28	37	12	n/a
2011 range	(14..65)	(28..54)	(34..83)	(5..25)	(1..20)
2011 avg.	31	38	53	15	12

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

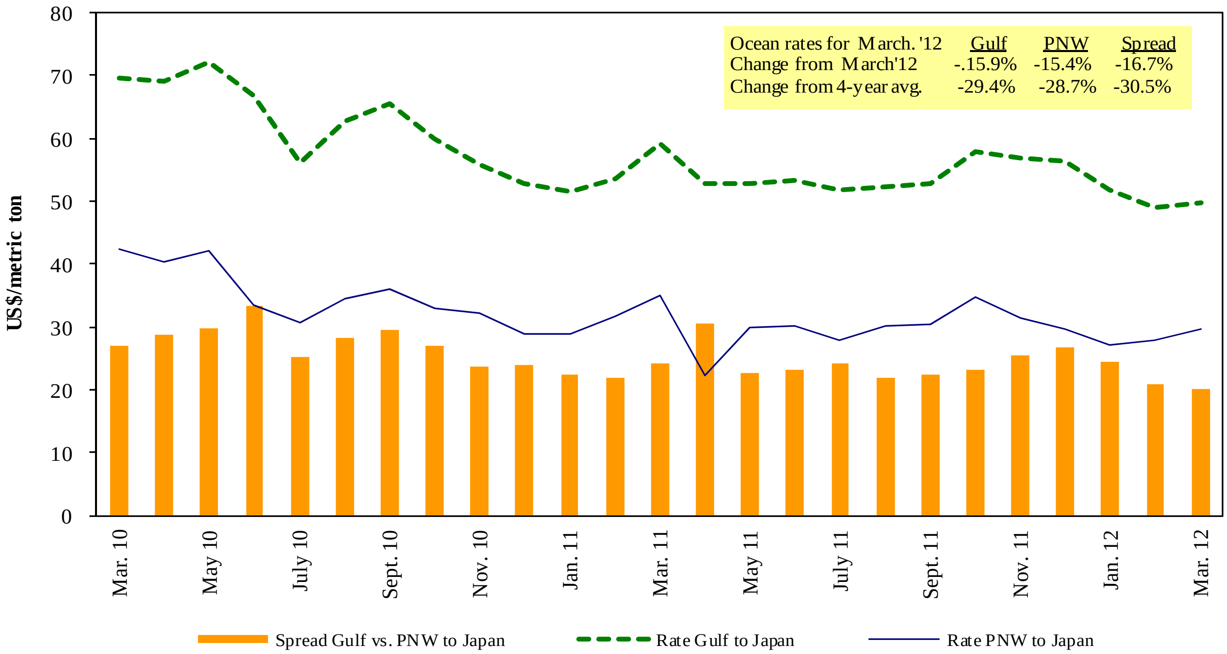
U.S. Gulf[1] Vessel Loading Activity



Source:Transportation & Marketing Programs/AMS/USDA

Figure 17

Grain Vessel Rates, U.S. to Japan



Source: O'Neil Commodity Consulting

Table 18

Ocean Freight Rates For Selected Shipments, Week Ending 4/14/2012

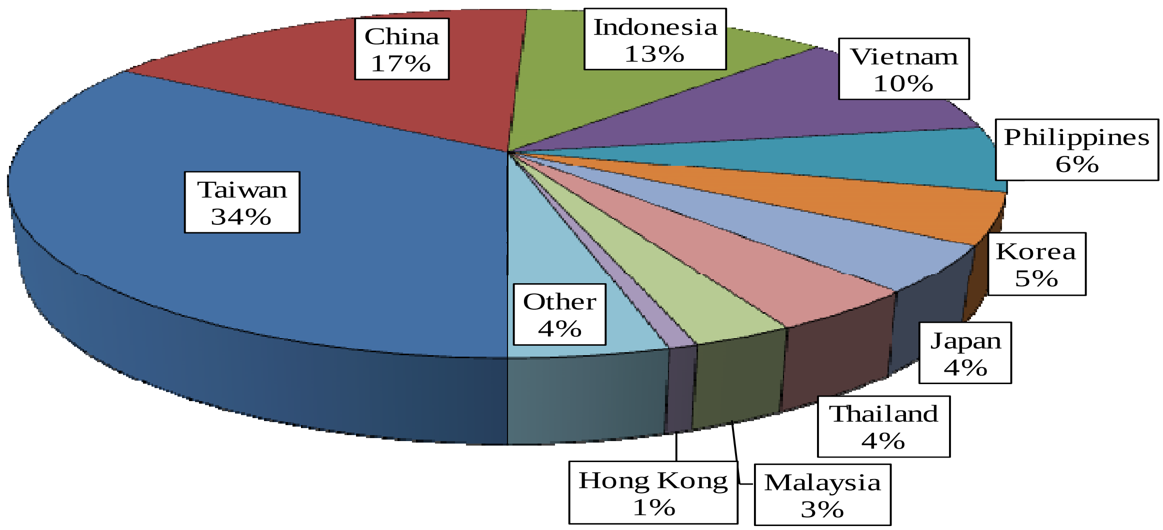
Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US$/metric ton)
U.S. Gulf	China	Heavy Grain	Mar 1/10	50,000	46.65
U.S. Gulf	Korea	Heavy Grain	Mar 1/10	55,000	46.00
U.S. Gulf	Japan	Heavy Grain	Apr 1/10	58,000	46.00
U.S. Gulf	Turkey	Heavy Grain	Feb 25/28	50,000	25.00
U.S. Gulf	Kenya[1]	Wheat	Jan 16/25	11,000	188.00
PNW	China	Grain	Jan 10/20	55,000	26.75
St. Lawrence	Nigeria	Wheat	Apr 5/15	25,000	45.00
Argentina	Morocco	Barley	Apr 1/10	25,000	39.75
Australia	Vietnam	Grain	Mar 1/10	60,000	19.00
Brazil	Tunisia	Wheat	Feb 14/16	23,750	38.50
Brazil	Taiwan	Heavy Grain	Feb 1/10	65,000	29.50
Brazil	China	Heavy Grain	May 1/30	66,000	40.50
Brazil	China	Heavy Grain	Apr 1/10	60,000	47.75
Brazil	China	Heavy Grain	Mar 5/15	60,000	43.00
Brazil	China	Heavy Grain	Mar 1/10	60,000	44.75
Brazil	China	Grain	Mar 1/10	55,000	47.00
River Plate	China	Heavy Grain	Feb 20/25	60,000	45.00
River Plate	Egypt Med	Corn	Feb 25/ Mar 5	30,000	39.25
River Plate	Morocco	Corn	Mar 25/30	25,000	35.00
Ukraine	Japan	Corn	Apr 6/15	47,000	47.50

Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option

[1]75 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

In 2010, containers were used to transport 5 percent of total U.S. waterborne grain exports, and 7 percent of U.S. grain exports to Asia. Asia is the top destination for U.S. containerized grain exports—94 percent in 2010.

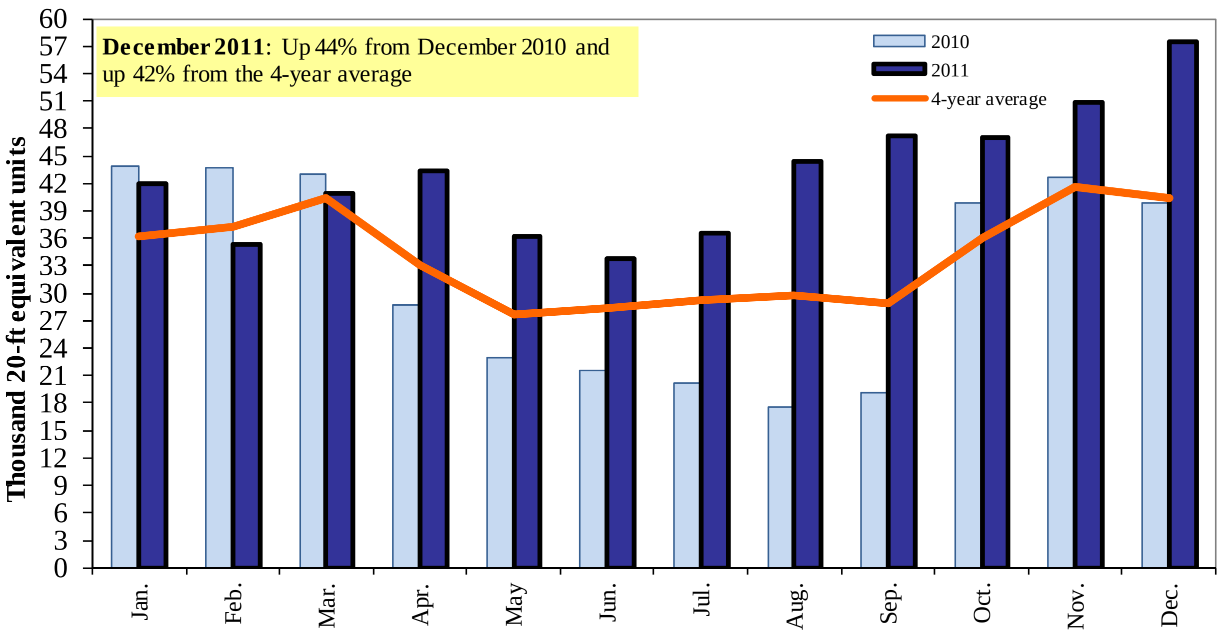
Figure 18
Top 10 Destination Markets for U.S. Containerized Grain Exports, December 2011



Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

Note: The following Harmonized Tariff Codes are used to calculate containerized grains movements: 100190, 100200, 100300, 100400, 100590, 100700, 110100, 230310, 110220, 110290, 120100, 230210, 230990, 230330, and 120810.

Figure 19
Monthly Shipments of Containerized Grain to Asia



Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

Note: The following Harmonized Tariff Codes are used to calculate containerized grains movements: 100190, 100200, 100300, 100400, 100590, 100700, 110100, 230310, 110220, 110290, 120100, 230210, 230990, 230330, and 120810.

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